

# **Flash Bus Rapid Transit Capital Improvement Projects FY 2023-28**

**Winter 2022**

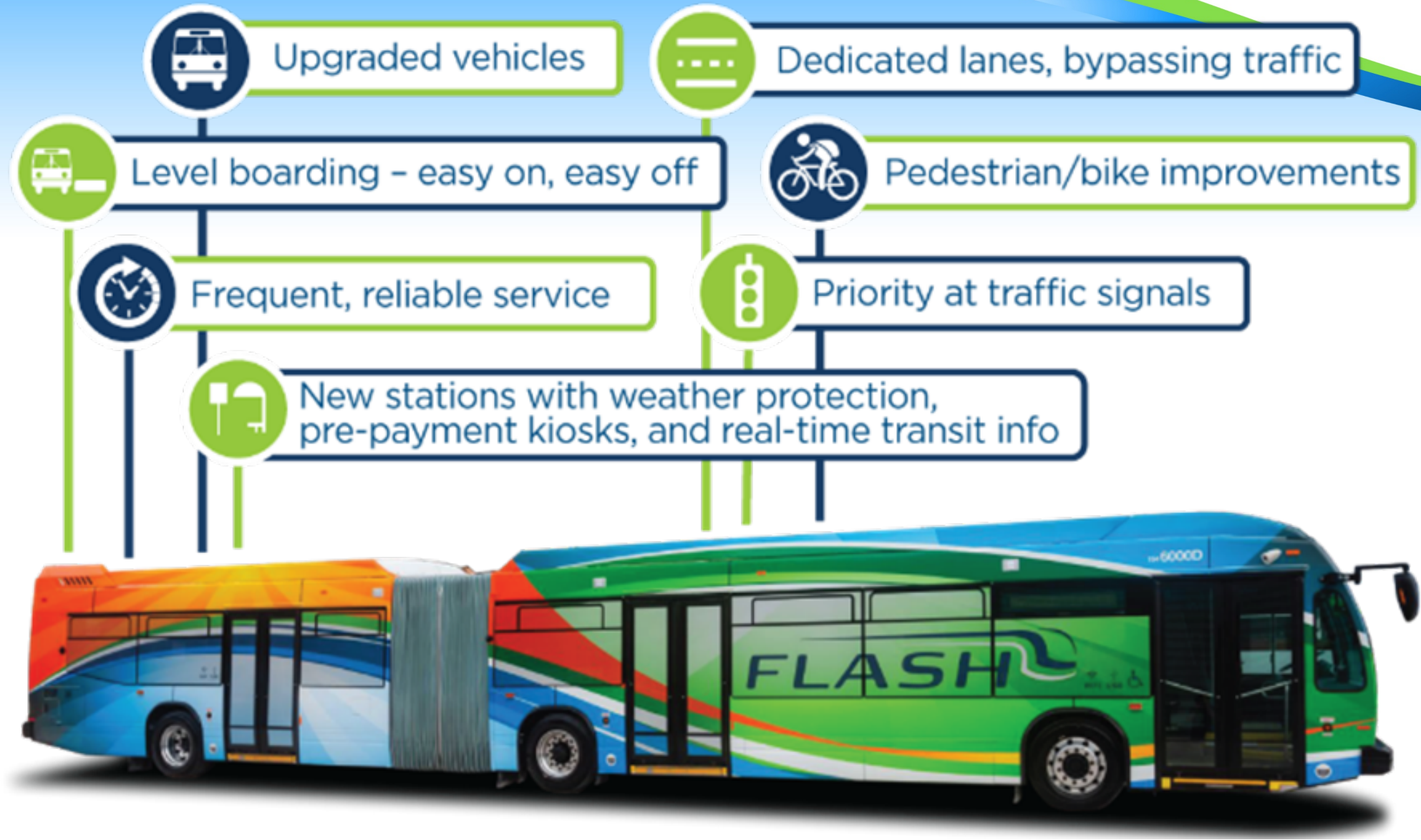


# Why are we here?

We are explaining the County Executive's recommended CIP budget, which expands the Bus Rapid Transit (BRT) corridors to provide the maximum benefit to County residents in an equitable way.

- Answer questions & learn from your feedback.





# BRT Capital Improvement Projects

## Recommended Budget FY 2023-28

### **Veirs Mill Road**

Final Design & Construction

### **MD 355 Central**

Final Design and Construction

### **MD 355 North/South**

Final Design

### **New Hampshire Avenue**

Planning started 2021

### **North Bethesda Transitway**

Planning started 2021

### **US 29 Phase 2**

Preliminary Engineering

### Related Efforts

#### **Great Seneca Transit Network**

Design & Construction for first 2 lines

#### **Bus Priority Program**

Ongoing



MD 355 Central & Veirs Mill Rd

# Project Benefits



Strategic  
connections



Equity



Environmental  
Resilience



Economic  
Health

- Improves access and links key locations including Montgomery College campuses, jobs, healthcare, housing and Metrorail and Marc train
- Serves existing communities and strengthens connections to areas planned for compact growth
- Aligns with key plans including draft Corridor Forward, Veirs Mill Corridor Plan and Climate Action Plan





## MD 355 Central & Veirs Mill Rd

# Project Benefits

- Directly serves Equity Focus Areas in Germantown, Gaithersburg and Wheaton/Aspen Hill
- Helps meet targets to reduce carbon emissions, improve air quality, and tackle climate change
- Ensures regional competitiveness and allows communities to realize their potential as vibrant places
- Uses limited public funding efficiently and effectively



Strategic  
connections



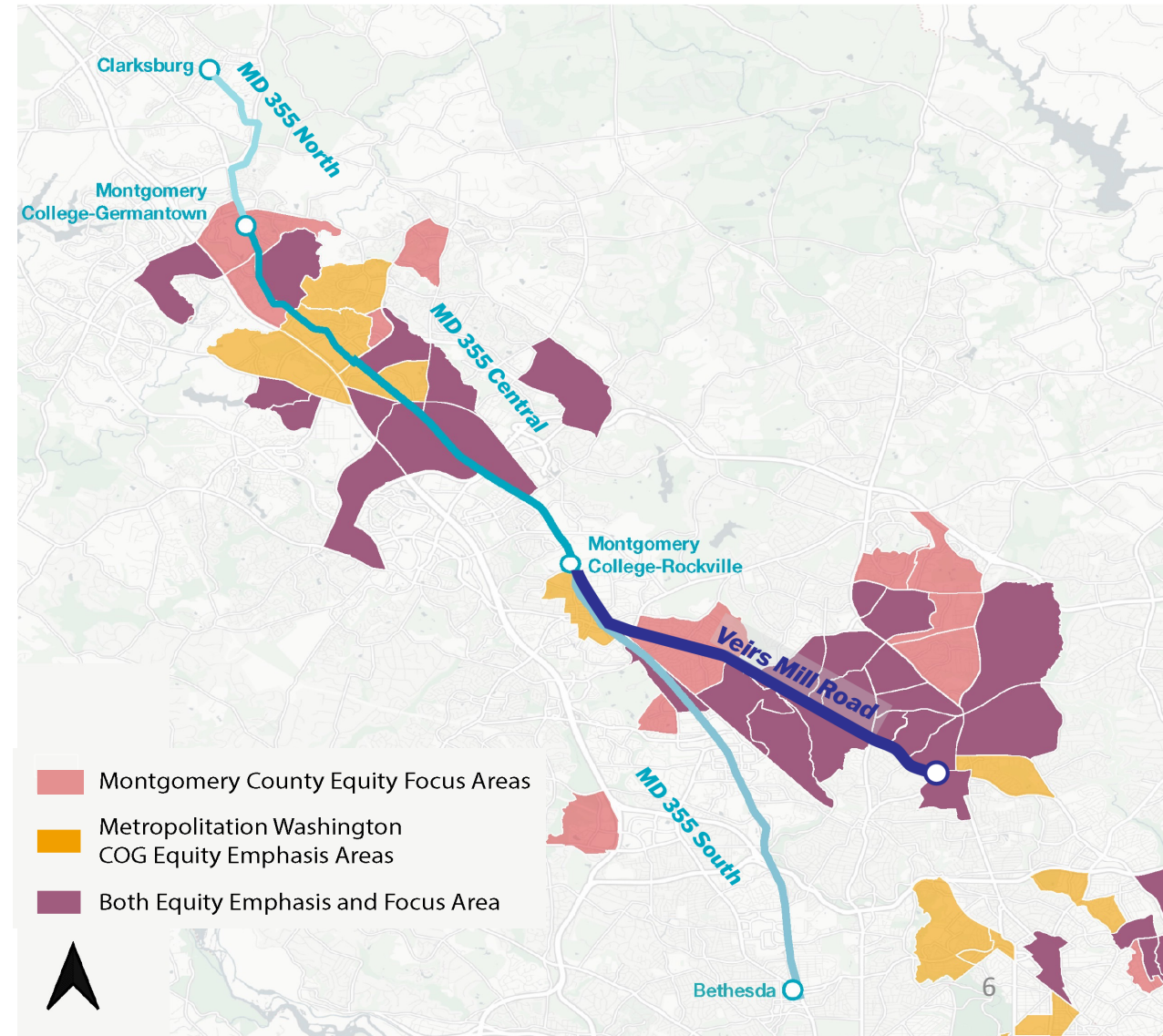
Equity



Environmental  
Resilience



Economic  
Health



# Veirs Mill Road BRT

- 7.6-mile corridor between Wheaton and Rockville, connects branches of Metrorail red line
- Improved travel time through signal priority, dedicated bus lanes, queue jumps
- Route bordered by Equity Focus Areas with concentrations zero-car households and County's top Metrobus routes
- Increased safety and access, removes slip lanes, redesigns major intersections, new bike and pedestrian connections
- Leverages additional federal funding by combining BRT with BiPPA (Bike/Ped) projects





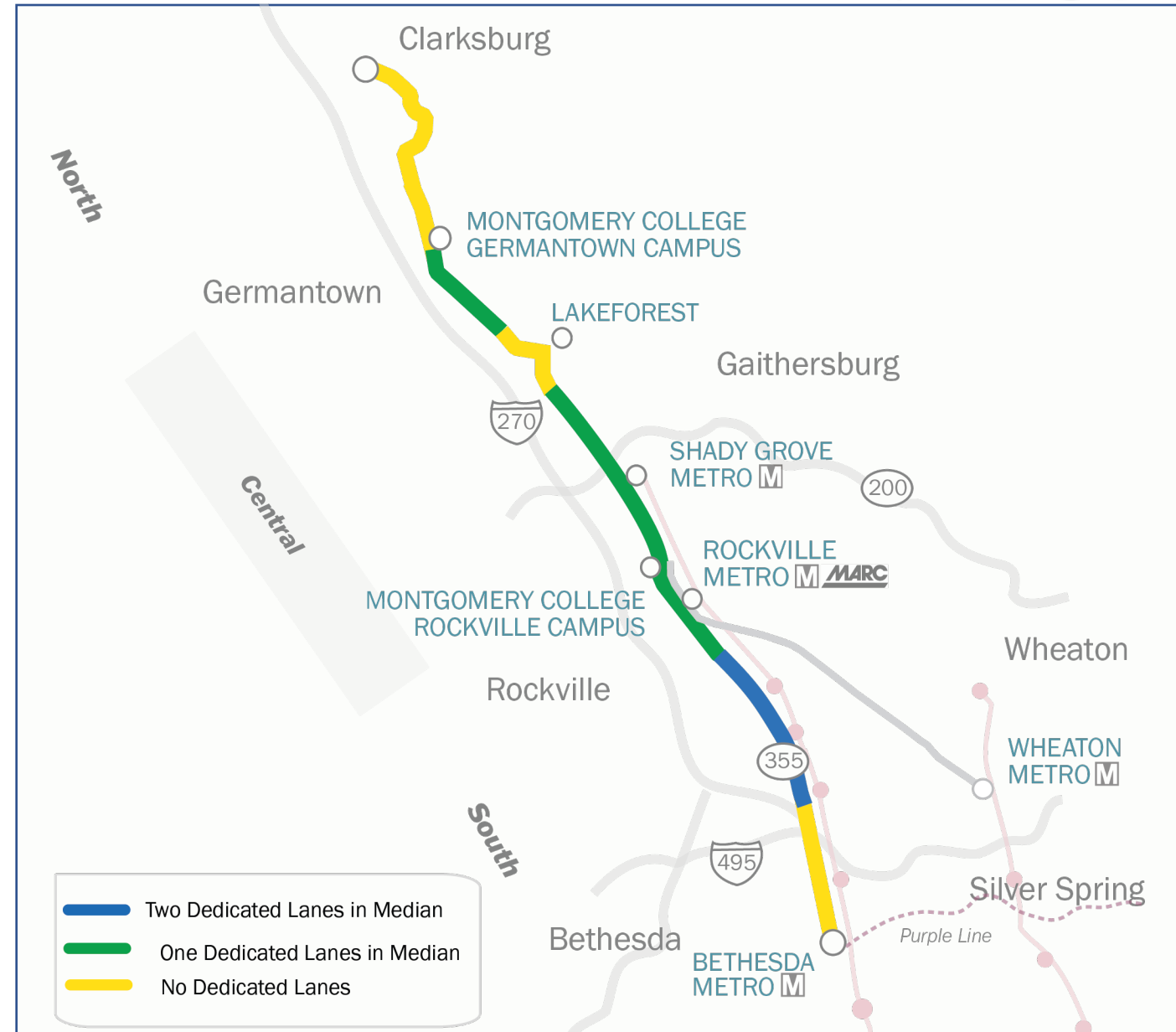
# Veirs Mill Road BRT





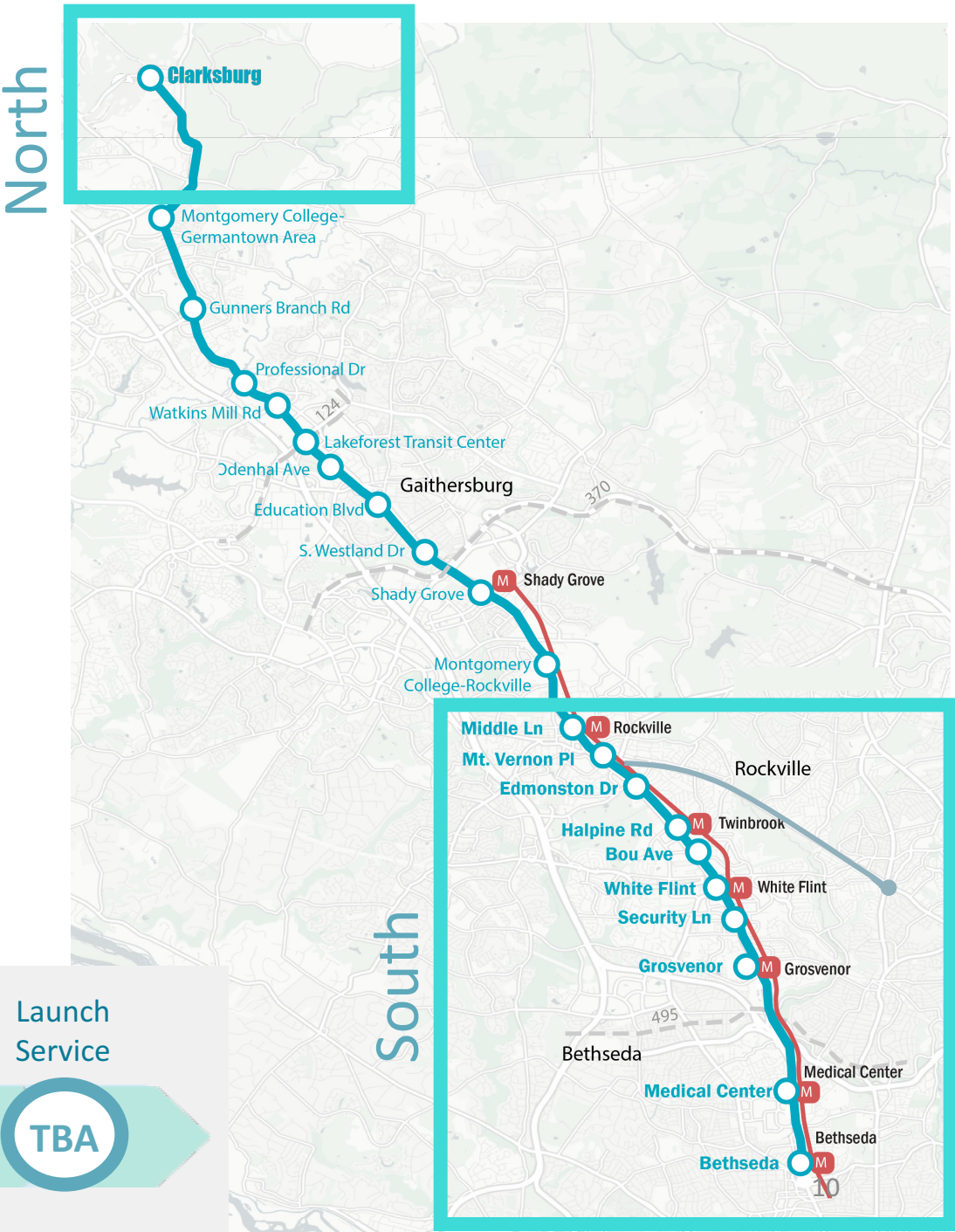
# MD 355 BRT

- Advancing Final Design on the entire 22-mile corridor from Clarksburg to Bethesda
- Funding Construction on Central section
- Dedicated bus lanes for most of the corridor, including areas with
  - Two lane median dedicated lanes
  - Single median dedicated lanes
  - No dedicated lanes in segments with lower traffic congestion (Clarksburg) or limited right of way (Bethesda)



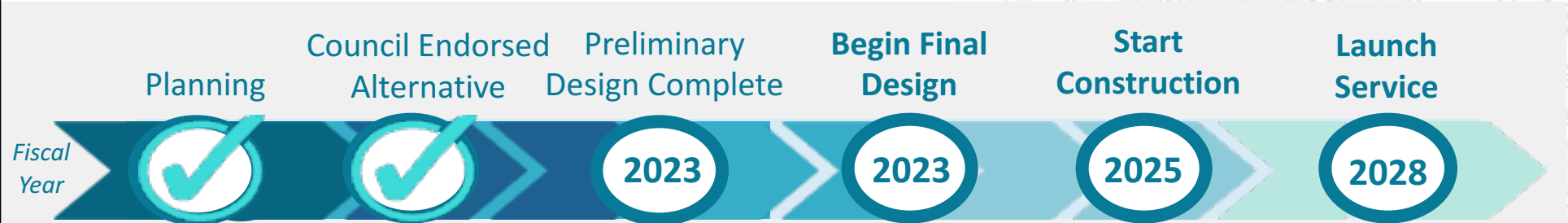
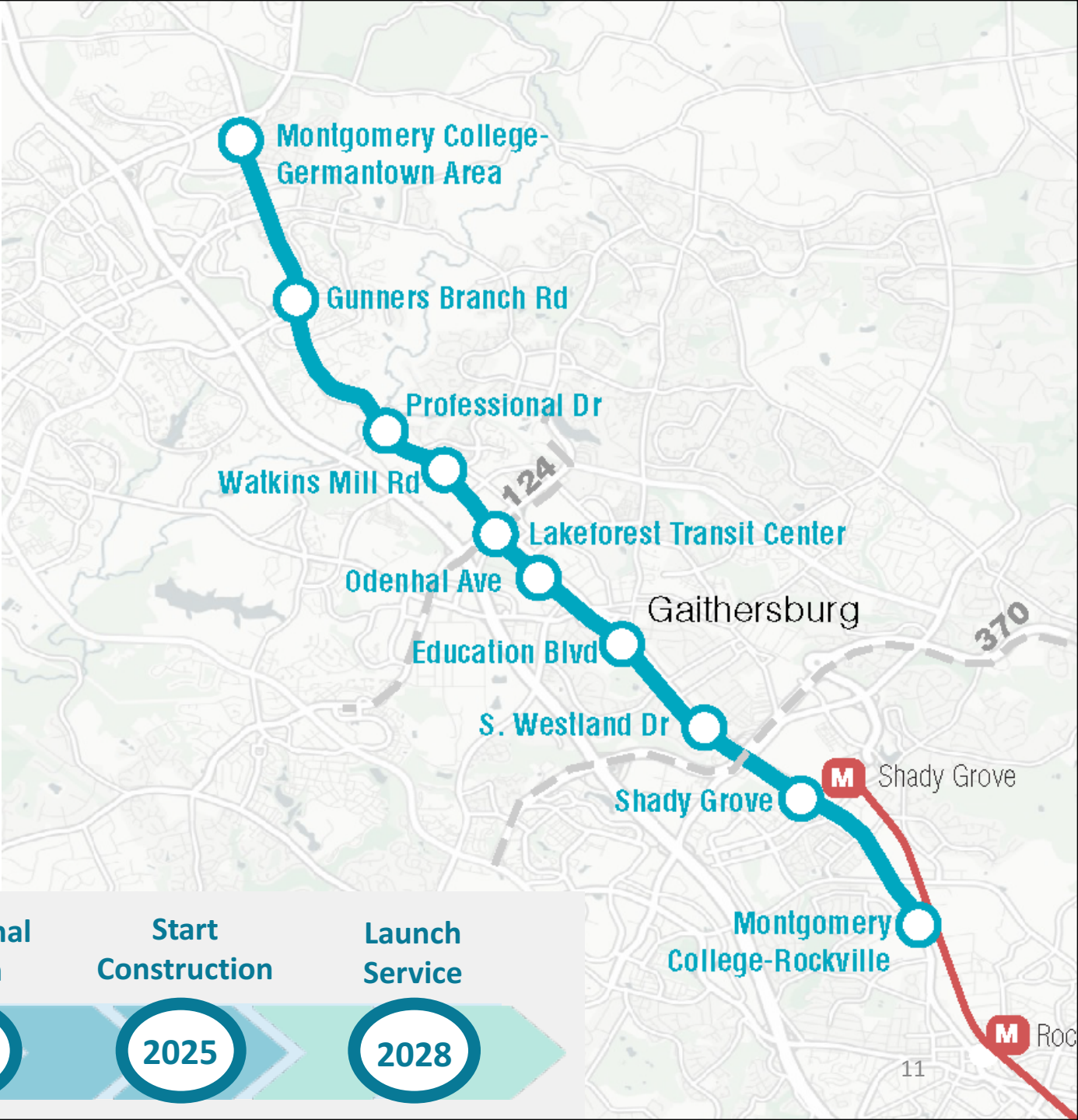
# MD 355 South & North

- Advancing final design for North and South
- Addressing project complexities in the South and developing land uses in the North
- Additional revenue streams needed to fund construction
  - Projects will be ready to move forward into construction when funding is identified
- Near-term plans to better serve North & South with reconfigured Ride On Extra and express buses



# MD 355 Central BRT

- Advancing final design and construction on 10-mile corridor between Rockville and Germantown
- Fast, reliable transit in areas with concentrations of zero-car households and highest existing Ride On ridership
- Serves Equity Emphasis Areas and Opportunity Zones
- Expands connections to:
  - Jobs and healthcare
  - Community colleges
  - Marc train and Metrorail
- Transit-oriented uses that are not served by Metrorail

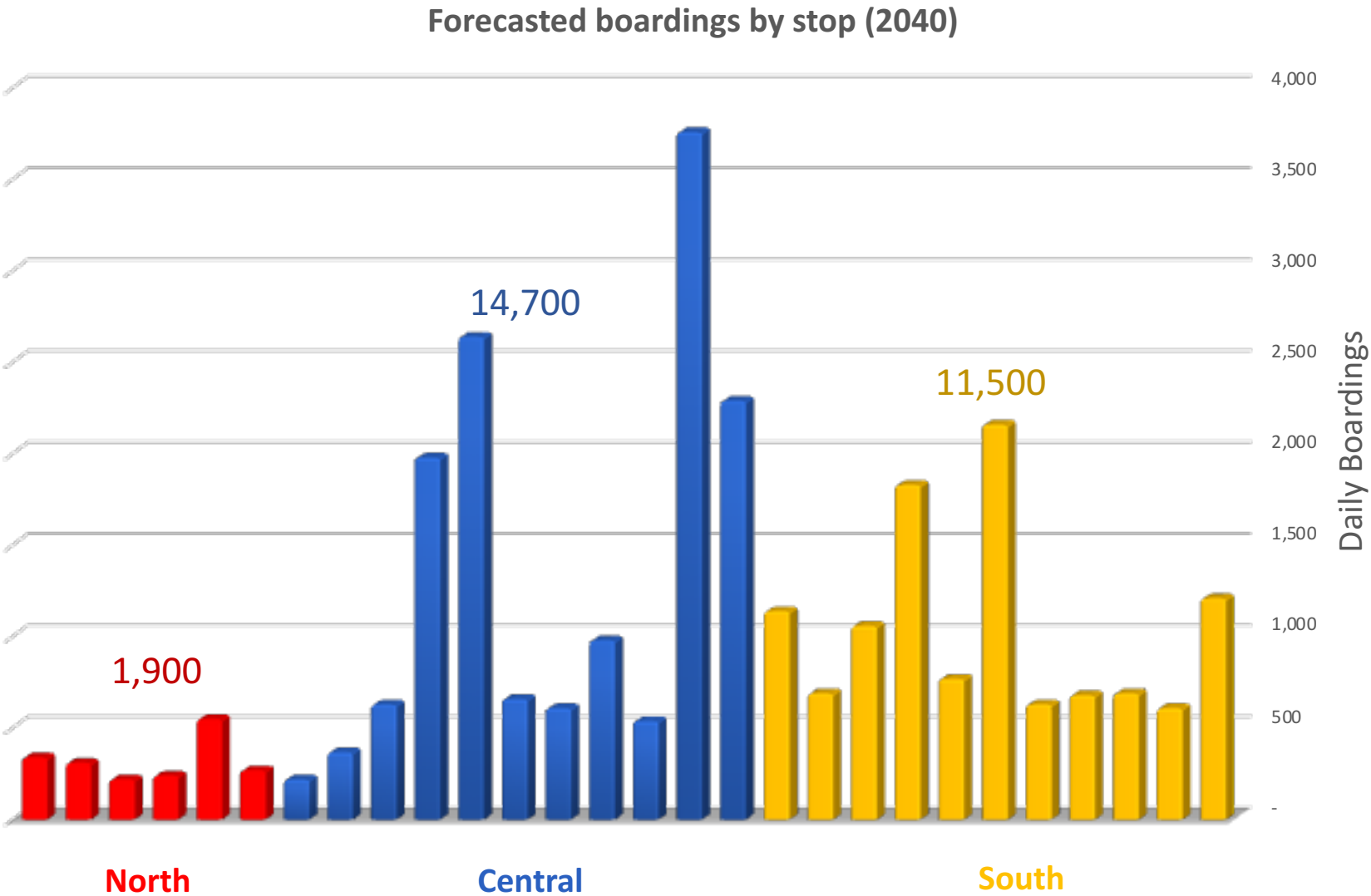




# MD 355 Central BRT



Forecast Passenger Boardings  
Over 50% of passenger boardings are in the Central section



# MD 355 Central BRT

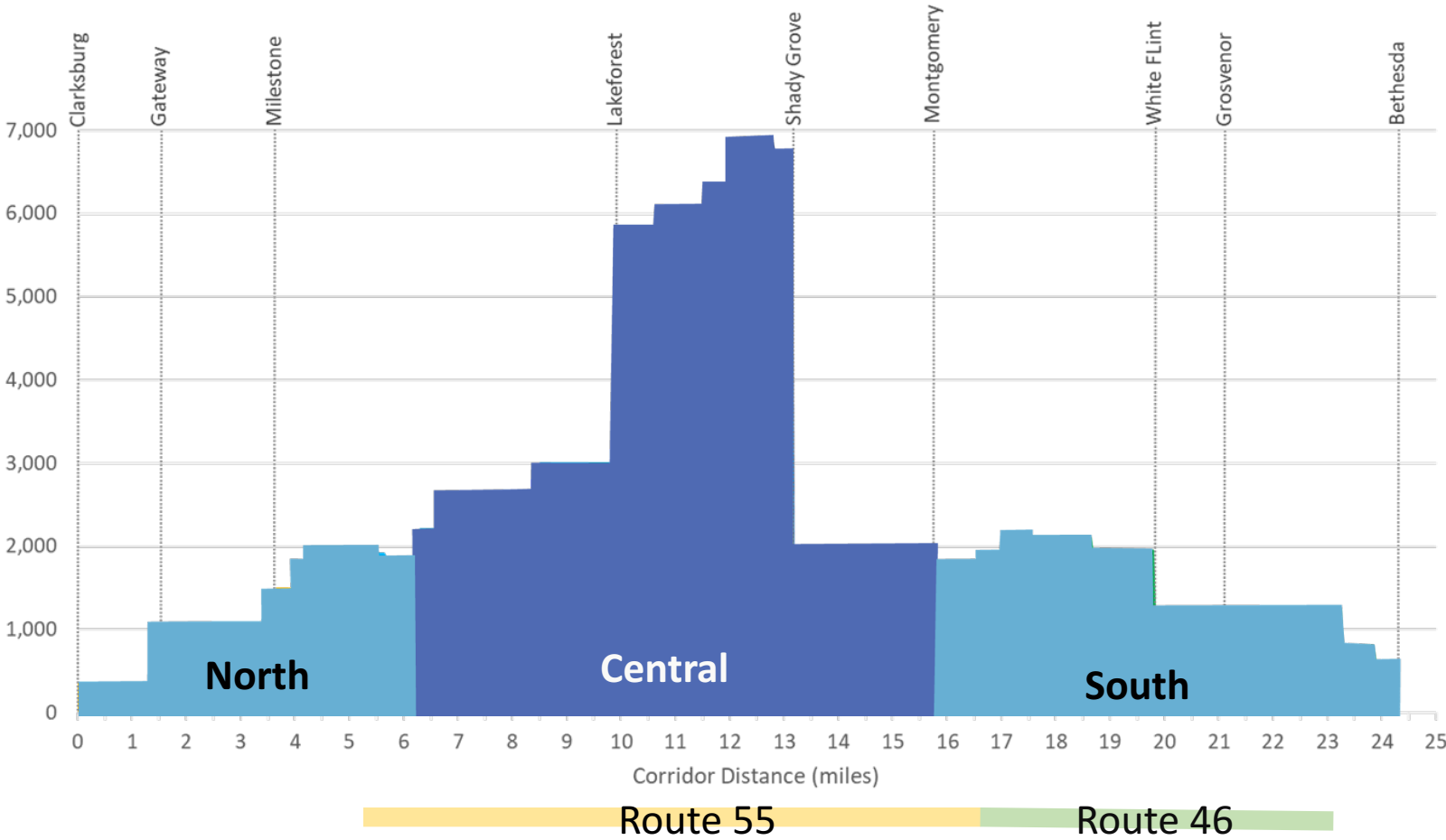


## Average Daily Ridership February 2020

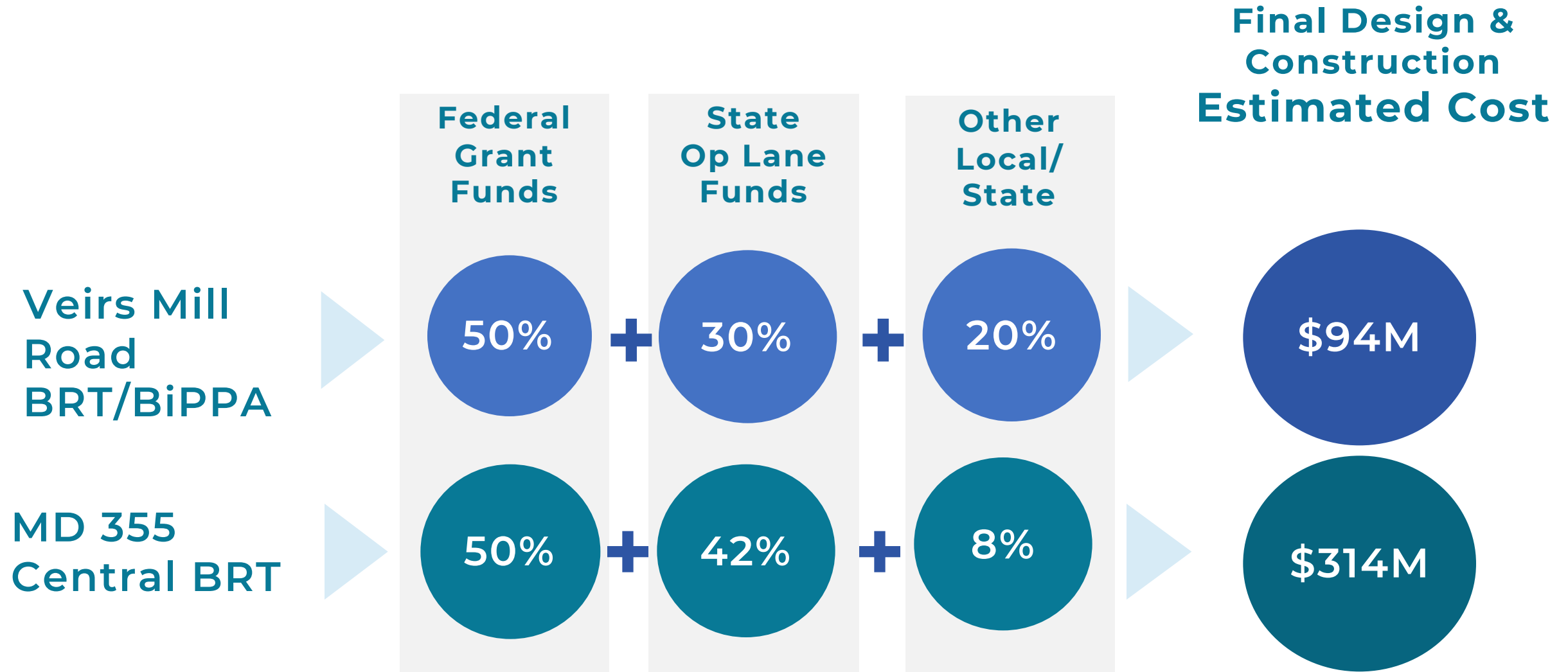
Route 55 Germantown-Rockville	5,200
Route 46 Rockville-Medical Center	2,596

Forecast Ridership Loads  
Passenger loads in the Central  
part of the corridor are more  
than double the other segments

Forecasted Passenger Load (2040)



# Anticipated Funding Sources





# Federal Grants

- Primary grant program supporting BRT projects is the Federal Transit Administration's Capital Investment Grant (CIG) program
  - **New Starts** funds larger projects and requires 50% dedicated transit lanes
  - **Small Starts** funds projects with cost up to \$400M and has a \$150M Federal share cap – no lane dedication requirement
  - New Starts has 60% max CIG share; Small Starts has 80% max CIG; 50% is more typical
- Infrastructure Investment and Jobs Act funds the CIG program at a much higher level than previous years





# Maryland Opportunity Lanes Funding

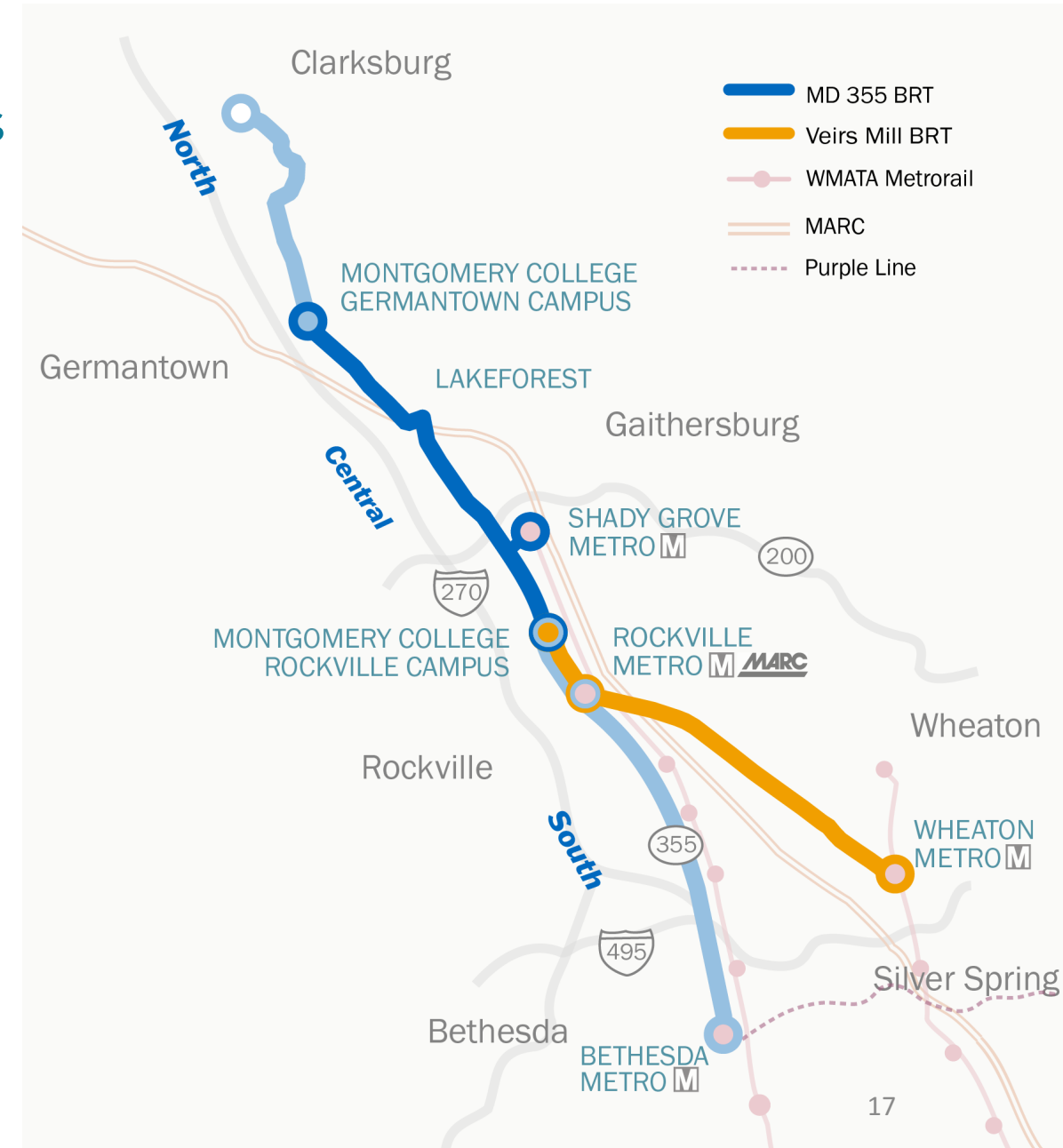
- Maryland DOT has committed funds to support high priority transit projects in Montgomery County
  - \$60 million for design and permitting at financial close
  - \$300 million over 50 years for project implementation (*NPV estimated at \$110M*)
- Projects must be within or support the I-270 corridor
- Corridor Forward referenced as a guide for transit funding priorities – plan identifies MD355 north of Rockville and Veirs Mill BRT as highest transit priorities



# Flash Bus Rapid Transit

## FY 2023-28 Capital Improvement Projects

- Bringing fast and reliable transit to areas with proven high demand and need
- Maximizing non-County funds for the greatest benefit
- Allowing for project completion within 6 years (*contingent upon external funding*)





# Next Steps

Council Hearings on CIP Budget

- **February 8 & 9**

Council Hearings on Corridor  
Forward Plan & Op Lanes Funds

- **February 15**

T&E Committee Worksession

- **March / April**

Budget finalized in **May 2022**





# How to Stay Connected

- Follow @MCDOTNow on Twitter
- Visit our website:  
[www.montgomerycountymd.gov/dot-dte/projects/BRT/](http://www.montgomerycountymd.gov/dot-dte/projects/BRT/)

# MD 355 Central BRT

## EXPENDITURE SCHEDULE (\$ 000s)

Cost Elements	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	39,870	10,700	8,200	6,130	7,190	5,140	2,510	-
Land	77,800	-	-	17,500	42,800	17,500	-	-
Site Improvements and Utilities	27,100	-	-	8,100	17,000	2,000	-	-
Construction	137,100	-	-	18,500	50,100	50,000	18,500	-
Other	21,000	-	-	-	-	10,000	11,000	-
TOTAL EXPENDITURES	02,870	10,700	8,200	50,230	117,090	84,640	32,010	-

## FUNDING SCHEDULE (\$ 000s)

Funding Source	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	6,000	-	-	-	-	-	6,000	-
Federal Aid	158,863	-	-	28,129	65,570	47,398	17,766	-
Impact Tax	-	-	-	-	-	-	-	-
Op Lanes Maryland Transit Funding	131,507	4,200	8,200	22,101	51,520	37,242	8,244	-
Recordation Tax Premium (MCG)	4,000	4,000	-	-	-	-	-	-
State Aid	2,500	2,500	-	-	-	-	-	-
TOTAL FUNDING SOURCES	02,870	10,700	8,200	50,230	117,090	84,640	32,010	-

# MD 355 North/ South BRT

## EXPENDITURE SCHEDULE (\$ 000s)

Cost Elements	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	9,700	4,850	4,850	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>9,700</b>	<b>4,850</b>	<b>4,850</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$ 000s)

Funding Source	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Op Lanes Maryland Transit Funding	9,700	4,850	4,850	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>9,700</b>	<b>4,850</b>	<b>4,850</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>



# Veirs Mill Rd BRT

## EXPENDITURE SCHEDULE (\$ 000s)

Cost Elements	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,709	3,500	160	872	799	378	-	-
Land	11,091	-	550	10,541	-	-	-	-
Site Improvements and Utilities	400	-	-	400	-	-	-	-
Construction	47,600	-	-	10,000	31,000	6,600	-	-
Other	16,500	-	-	-	-	16,500	-	-
<b>TOTAL EXPENDITURES</b>	<b>81,300</b>	<b>3,500</b>	<b>710</b>	<b>21,813</b>	<b>31,799</b>	<b>23,478</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$ 000s)

Funding Source	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	10,250	2,000	-	-	-	8,250	-	-
Federal Aid	42,578	-	398	12,215	17,807	12,158	-	-
Impact Tax	-	-	-	-	-	-	-	-
Op Lanes Maryland Transit Funding	28,472	1,500	312	9,598	13,992	3,070	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>81,300</b>	<b>3,500</b>	<b>710</b>	<b>21,813</b>	<b>31,799</b>	<b>23,478</b>	<b>-</b>	<b>-</b>

# Veirs Mill/ Randolph Rd BiPPA

## EXPENDITURE SCHEDULE (\$ 000s)

Cost Elements	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,470	2,670	500	100	100	100	-	-
Land	374	-	374	-	-	-	-	-
Construction	10,292	-	-	3,044	3,074	4,174	-	-
<b>TOTAL EXPENDITURES</b>	<b>14,136</b>	<b>2,670</b>	<b>874</b>	<b>3,144</b>	<b>3,174</b>	<b>4,274</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$ 000s)

Funding Source	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	5,296	-	-	1,572	1,587	2,137	-	-
G.O. Bonds	8,840	2,670	874	1,572	1,587	2,137	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>14,136</b>	<b>2,670</b>	<b>874</b>	<b>3,144</b>	<b>3,174</b>	<b>4,274</b>	<b>-</b>	<b>-</b>